



Fixing America's Surface Transportation (FAST) Act 2015 – 2020

ATP 8 April 1st, 2016 Presentation

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We all have a stake in **A  B**



Major Changes from MAP-21 to FAST

- ▶ Changes to the National Highway Performance Program (NHPP):
 - Bridge resurfacing/preservation/reconstruction on **non-NHS** Federal-aid highways **is now eligible**



Major Changes from MAP-21 to FAST

- ▶ Changes to the Surface Transportation Program (STP):
 - Name changed to the Surface Transportation **Block Grant** Program (**STBGP**)
 - Increased sub-allocation by area population: +1% per year, up to 55% (50% under MAP-21)
 - The Off-System Bridge set-aside was retained



Major Changes from MAP-21 to FAST

- ▶ Transportation Alternatives Program goes back to being a set-aside within the STBGP
 - No longer called TAP
 - Nonprofits responsible for local transportation safety programs may be project sponsors
 - Up to 50% of this sub-allocated STBGP set-aside can be transferred for broader STBGP eligibilities (i.e. “TAP” set-aside dollars can be transferred to other categories such as, road, bridge, transit, etc.)



Major Changes from MAP-21 to FAST

- ▶ National Highway Freight Program (NHFP)
 - New program under the FAST Act
 - Designation of National and State Freight Networks
 - Two new programs:
 - National Highway Freight Program:
 - Focus on Interstate system
 - Critical rural and urban freight corridors
 - Includes roadway, rail and ports
 - Nationally Significant Freight and Highway Projects Program (FASTLANE – National solicitation):
 - \$760M available for FY 16



Minnesota FAST Act Apportionment

	NHPP	STP/ STBGP	HSIP	Rail Crossings	CMAQ	NEW Freight Program	Total Apportionment
2015	\$378 M	\$174 M	\$35 M	\$6 M	\$32 M	N/A	\$629 M
2016	\$376 M	\$171 M	\$35 M	\$6 M	\$32 M	\$19 M	\$661 M
2017	\$385 M	\$175 M	\$36 M	\$6 M	\$33 M	\$18 M	\$675 M
2018	\$392 M	\$179 M	\$37 M	\$6.3 M	\$33 M	\$20 M	\$690 M
2019	\$400 M	\$183 M	\$37 M	\$6.5 M	\$34 M	\$22 M	\$705 M
2020	\$409 M	\$187 M	\$38 M	\$6.6 M	\$35 M	\$25 M	\$722 M

* Actual funding to MN, or the obligation amount is predicted to be 93% of total apportionment shown above.



Moving Forward

- ▶ All these issues related to the transition from MAP-21 to FAST Act will be discussed at the Programming Update Workgroup (PUW).
 - Annette Fiedler, Susann Karnowski and Lindsey Knutson are members of the PUW from ATP 8.
- ▶ MnDOT will continue to research and analyze the new bill's sub-allocation to urban areas requirement.
- ▶ The PUW will develop potential ATP target formula change options, if needed.
- ▶ The PUW will review the new enhancement set-aside.



Anticipated Challenges

- ▶ FAST provides \$57.5 billion for highways and transit annually. Adjusted for inflation, this is \$16 billion short of the Highway Trust Fund's purchasing power in 1993.
- ▶ Demands on the transportation system will only continues to grow based on increases in total vehicle miles traveled, urban congestion, transit use, freight movement, and volatile weather patterns.
- ▶ Long-term, sustainable funding for transportation is yet to be achieved. Because the bill relies on \$70 billion in General Fund support, the expected annual gap between Highway Trust Fund income and spending in 2021 is expected to reach \$20 billion each year.

